



TRANSMITTAL FORM (to be used for all correspondence after initial filing)	Application Number	10/604,331	
	Filing Date	July 11, 2003	
	First Named Inventor	STEPHEN L. BRUFORD	
	Art Unit	TO BE ASSIGNED	
	Examiner Name	TO BE ASSIGNED	
Total Number of Pages in This Submission	62	Attorney Docket Number	203-0721

ENCLOSURES (Check all that apply)		
<input type="checkbox"/> Fee Transmittal Form	<input type="checkbox"/> Drawing(s)	<input type="checkbox"/> After Allowance Communication to a Technology Center (TC)
<input type="checkbox"/> Fee Attached	<input type="checkbox"/> Licensing-related Papers	<input type="checkbox"/> Appeal Communication to Board of Appeals and Interferences
<input type="checkbox"/> Amendment/Reply	<input checked="" type="checkbox"/> Petition To Make Special	<input type="checkbox"/> Appeal Communication to TC (Appeal Notice, Brief, Reply Brief)
<input type="checkbox"/> After Final	<input type="checkbox"/> Petition to Convert to a Provisional Application	<input type="checkbox"/> Proprietary Information
<input type="checkbox"/> Affidavits/declaration(s)	<input type="checkbox"/> Power of Attorney, Revocation	<input type="checkbox"/> Status Letter
<input type="checkbox"/> Extension of Time Request	<input type="checkbox"/> Change of Correspondence Address	<input checked="" type="checkbox"/> Other Enclosure(s) (please identify below):
<input type="checkbox"/> Express Abandonment Request	<input type="checkbox"/> Terminal Disclaimer	
<input type="checkbox"/> Information Disclosure Statement	<input type="checkbox"/> Request for Refund	
<input type="checkbox"/> Certified Copy of Priority Document(s)	<input type="checkbox"/> CD, Number of CD(s) _____	
<input type="checkbox"/> Response to Missing Parts/Incomplete Application	Remarks Other Enclosure(s): 1. Statement Regarding Pre-Exam Searches; 2. Information Disclosure Statement; 3. Statement Regarding Cited References incl Pat #s 2,984,517, 3,031,225, 3,336,070, 4,143,904, 5,358,301 & 5,988,724; 4. Petition Fee Transmittal Sheet (2 copies); and 5. Self-Address Stamped postcard	
<input type="checkbox"/> Response to Missing Parts under 37 CFR 1.52 or 1.53		
SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT		
Firm or Individual	JEROME R. DROUILLARD DYKEMA GOSSETT PLLC	
Signature		
Date	JULY 11, 2003	

CERTIFICATE OF TRANSMISSION/MAILING			
I hereby certify that this correspondence is being facsimile transmitted to the USPTO or deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, Washington, DC 20231 on this date: JULY 11, 2003			
Typed or printed	DAPHNE POH		
Signature		Date	JULY 11, 2003

This collection of information is required by 37 CFR 1.5. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, Washington, DC 20231. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, Washington, DC 20231.

If you need assistance in completing the form, call 1-800-PTO-9199 (1-800-786-9199) and select option 2.



EXPRESS MAIL NO.: EH783419517US

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of: Bruford et al Group Art Unit: To be assigned
Serial No.: 10/604,331 Examiner: To be assigned
Filed: July 11, 2003 Attorney Docket No.: 203-0721
For: PICKUP TRUCK WITH LIFT ASSISTED TAILGATE SYSTEM

STATEMENT REGARDING PRE-EXAMINATION SEARCHES

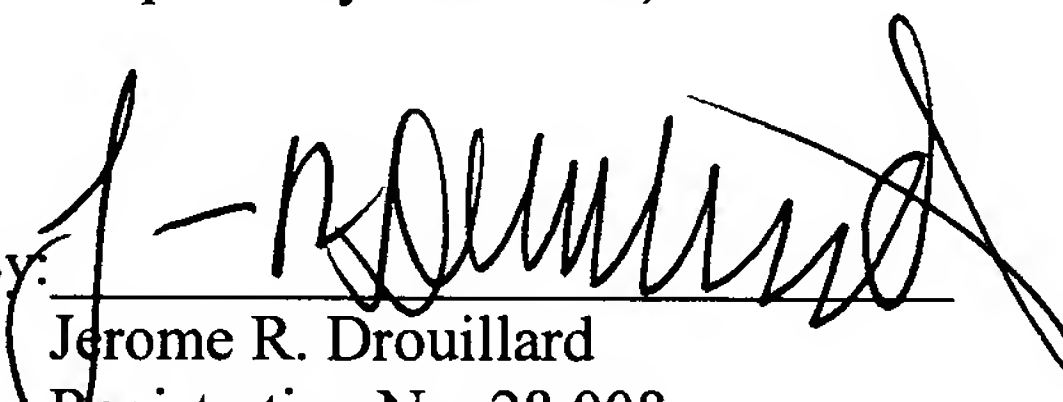
Assistant Commissioner for Patents
Washington, D.C. 20231

Sir:

Applicants hereby state, in accordance with MPEP § 708.02 (VIII)(C), that pre-examination searches for references related to the claimed subject matter were performed by Applicants and by Applicants' attorneys. The Field of Search included: (1) Class 296, Subclasses 57.1, 106, 146.8: U.S. and Foreign; (2) Class 16, Subclass 75: U.S. only; and (3) Class 49, Subclass 386: U.S. only.

The references deemed to be most closely related to the claimed subject matter are listed in the accompanying IDS. A detailed discussion of the references cited in the IDS and how the claimed subject matter is distinguishable over the cited references is included in the accompanying Statement Regarding Cited References.

Respectfully submitted,

By: 
Jerome R. Drouillard
Registration No. 28,008
DYKEMA GOSSETT PLLC
315 E. Eisenhower Parkway,
Suite 100
Ann Arbor, MI. 48108
(734) 214-7670

Dated: July 11, 2003

Enclosure



EXPRESS MAIL NO.: EH783419517US

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of:	Bruford et al	Group Art Unit:	To be assigned
Serial No.:	10/604,331	Examiner:	To be assigned
Filed:	July 11, 2003	Attorney Docket No.:	203-0721
For:	PICKUP TRUCK WITH LIFT ASSISTED TAILGATE SYSTEM		

STATEMENT REGARDING CITED REFERENCES

Assistant Commissioner for Patents
Washington, D.C. 20231

Sir:

Pursuant to MPEP § 708.02 (VIII)(E), Applicants provide herein a detailed discussion of those references deemed by the Applicants to be most closely related to the subject matter claimed in the above-identified application. The references are listed, and a copy of each of the references is included, in the accompanying Information Disclosure Statement Under 37 C.F.R. § 1.97 ("IDS"). Applicants also herein state with particularity required by 37 C.F.R. § 1.111(b) and (c) how the claimed subject matter is patentable over these cited references.

According to the present invention, an automotive vehicle such as a pickup truck includes a door, typically a tailgate, adapted to pivot about a generally horizontal pivot axis, with the door having a shell defining an interior space. A first hinge bearing retainer is attached to a first end of the door and has a first bearing insert housed within the retainer. A first pivot post is rigidly attached to a structure such as a side pillar adjoining a first end of the pivot axis, with the pivot post engaging a bore formed in the interior of the said first bearing insert. A second hinge bearing retainer is attached to the second end of the door and has a second bearing insert housed therein. A second pivot post is rigidly attached to a structure such as a second side pillar adjoining a second end of the pivot axis. The second post engages the second bearing insert such that the second pivot post and the second bearing insert are rotationally locked. This means as

the tailgate is pivoted, the second bearing insert will rotate within the second bearing retainer. In other words, the second bearing insert will rotate with respect to the second bearing retainer because the second bearing insert will not rotate at with respect to the tailgate. This in turn means that the tailgate itself, including the second bearing retainer, will rotate about the second bearing insert.

The present vehicle and closure panel further includes a full floating torsion bar having a first end rotationally grounded within the interior of the door, and a second end engaged with and rotationally locked with the previously described second bearing insert such that the torsion bar will be subjected to torsional loading as the door is pivoted. The second pivot post is oriented so that the torsion bar is subjected to a minimal torsional load tending to open the door when the door is in a closed position. The orientation of the second pivot post further allows the torsion bar to be subjected to a maximum torsional load tending to close the door when the door is in a fully open position, which normally corresponds to about 90° of rotation from the closed position.

A torsion bar tailgate lift assist system according to the present invention solves the problems inherent with prior art tailgate systems, but at a lower cost, while providing a torsion bar which is full floating. As used herein, the term 'full floating' means that if the torsion bar of the present inventive system were to break, the pivoting function and retention of the tailgate to the body of the pickup truck would not be adversely affected, because the tailgate pivots will function perfectly well without any intervention by the torsion bar. In effect, the torsion bar and door assembly are self-contained.

U.S. Patent No. 2,984,517 to Farrow et al.: This reference discloses a torsion bar equipped station wagon tailgate which torsion bar also serves as a opening limiter so as to prevent the tailgate from opening past a certain position. Because the torsion bar is extended outside the tailgate and is attached to the body of the vehicle itself, tailgate cannot be removed from the vehicle without the use of tools and will not be suitable for pickup truck according to the present invention. And, if the torsion bar breaks, the tailgate may be allowed to suddenly fall to a position past the normal maximum opening position.

U.S. Patent No. 3,031,225 to Saffer et al.: This reference discloses a second type of torsion bar for a station wagon tailgate in which the torsion bar extends outwardly from the vehicle's tailgate and again it is connected with mechanism outside the tailgate. This offers the same disadvantage as a system of the '517 Patent because the tailgate cannot be easily separated from the vehicle, and in the event that the torsion bar breaks, the tailgate may be allowed to fall to a position which is undesirable.

U.S. Patent No. 3,336,070 to Jackson.: This reference discloses a torsion bar lift assist system in which the breakage of the bar will cause the tailgate to operate improperly -- i.e. sag on one side under load. This is an undesirable characteristic of the system of '070 Patent.

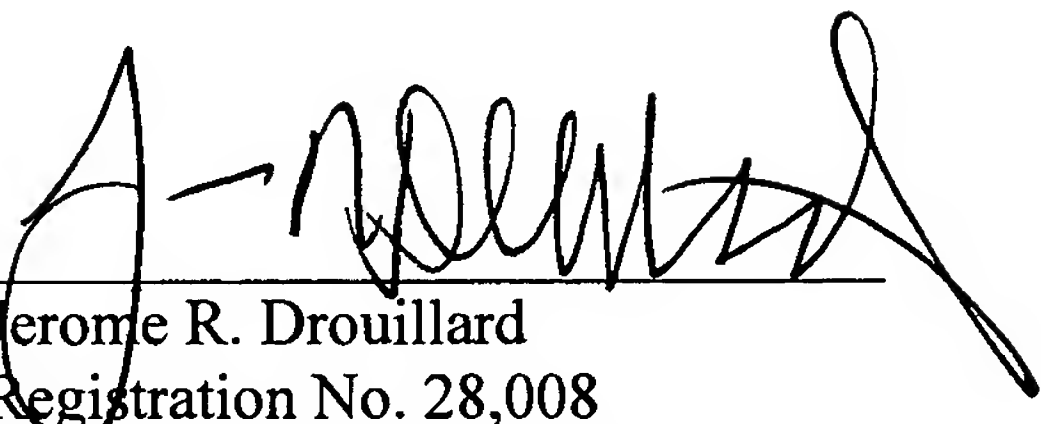
U.S. Patent No. 4,4143,904 to Cooper et al.: This reference illustrates a very complicated tailgate hinge mechanism in which a torsion bar is engaged with a linked mechanism outside the tailgate of the vehicle. This system will not allow ready removal of a tailgate, as is required of a pickup truck, and breakage of the torsion bar may prevent pivoting of the vehicle's tailgate, which is of course undesirable.

U.S. Patent No. 5,358,301 to Konchan et al.: This reference discloses a torsion bar system for a pickup truck in which breakage of the torsion bar may allow unintended separation of the tailgate from the vehicle, which is highly undesirable. This results because the torsion bar itself forms a pivot for the tailgate.

U.S. Patent No. 5, 988,724 to Wolda.: This reference discloses a torsion bar lift assist system for a pickup truck tailgate which too suffers from the deficiency that breakage of the torsion bar may cause a tailgate pivot to separate from the tailgate, thereby allowing the tailgate to either become loose, or to separate from the vehicle itself.

For the reasons described above, Applicant submits that the claims in the above application are allowable over the prior art.

Respectfully submitted,

By: 
Jerome R. Drouillard
Registration No. 28,008
DYKEMA GOSSETT PLLC
315 E. Eisenhower Parkway,
Suite 100
Ann Arbor, MI. 48108
(734) 214-7670

Dated: July 11, 2003

Enclosure